

# Plan BayArea

TO: MTC Planning Committee  
ABAG Administration Committee

DATE: June 3, 2011

FR: Executive Director, MTC  
Executive Director, ABAG

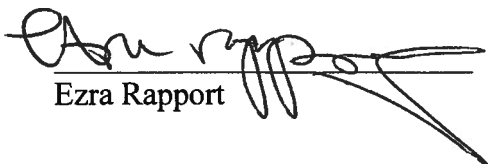
W. I.

RE: Summary of Spring 2011 Plan Bay Area Public Comments

This spring, MTC and ABAG conducted 10 public workshops (one in each of the nine Bay Area counties, plus an added Oakland workshop to accommodate the high level of interest from the public). The 10 forums were conducted in partnership with a group known as Envision Bay Area, which received a grant from the Knight Foundation to promote public participation in development of Plan Bay Area. The group, led by the Silicon Valley Community Foundation, with assistance from Greenbelt Alliance and others, developed an interactive web tool — dubbed “You Choose, Bay Area” — which walked participants through a priority-setting exercise about future land development and housing growth. A version of that tool was adapted for use in the workshops, which also sought public comment on proposed “place types” for locally designated Priority Development/Conservation areas, as well as on transportation investment options and potential policy initiatives.

In addition to the public workshops, staff also briefed local elected officials and planning staffs in all nine counties. We contracted with 14 community-based organizations in low-income communities and communities of color to involve residents in those communities in the Plan Bay Area dialogue. These groups used a variety of methods to survey residents. Please see Attachment 1 for a complete list of all the workshops, briefings and community events conducted this spring. Attachment 2 includes a summary of priorities expressed by workshop participants at the regional level, and Attachment 3 breaks down priorities by county.

At your June 10 meeting, we will provide an overview of all the public engagement activities, a summary of key themes heard at these workshops and events — including comments from community-based organizations and web-based results — in order to help inform your upcoming decision on alternative scenarios for Plan Bay Area.



Ezra Rapport



Steve Heminger

Attachments

## Spring 2011 Plan Bay Area Public Workshops and Events

### Briefings for Elected Officials and Local Planning Staff

| <i>County</i> | <i>City</i>   | <i>Group</i>                             | <i>Date and Time</i>    |
|---------------|---------------|--|-------------------------|
| Alameda       | San Leandro   | Elected Officials - Central County (CTC) | March 16, 2011 5:30 pm  |
|               | Newark        | Elected Officials - South County         | March 19, 2011 8:30 am  |
|               | Alameda       | Elected Officials - North County         | March 24, 2011 1:00 pm  |
|               | Dublin        | Elected Officials - East County          | March 24, 2011 5:30 pm  |
|               | Sunol         | Elected Officials                        | May 14, 2011 10:00 am   |
|               | Hayward       | County Planning Directors (ACTC TAWG)    | March 18, 2011 11:30 am |
| Contra Costa  | Walnut Creek  | Elected Officials (CCTA)                 | March 16, 2011 6:00 pm  |
| Marin         | San Rafael    | Elected Officials                        | March 23, 2011 6:00 pm  |
|               | San Rafael    | Elected Officials (TAM)                  | March 31, 2011 5:30 pm  |
|               | San Rafael    | County Planning Directors                | March 16, 2011 5:30 pm  |
| Napa          | Napa          | Elected Officials (NCTPA)                | April 20, 2011 1:30 pm  |
|               | Napa          | Planning Directors (TAC)                 | April 7, 2011 2:00 pm   |
| San Francisco | San Francisco | Elected Officials (SFCTA)                | April 19, 2011 3:30 pm  |
|               | San Francisco | Elected Officials                        | May 5, 2011 3:00 pm     |
| San Mateo     | San Carlos    | Elected Officials (C/CAG)                | April 14, 2011 6:30 pm  |
|               | San Carlos    | Planning Directors                       | April 7, 2011 10:00 am  |
| Santa Clara   | San Jose      | Elected Officials (VTA PAC)              | April 14, 2011          |
|               | Los Altos     | Planning Directors (SCCAPO)              | April 6, 2011 11:00 am  |
| Solano        | Suisun City   | Elected Officials (STA)                  | April 20, 2011 6:00 pm  |
|               | Suisun City   | County Planning Directors                | March 17, 2011 12:00 pm |
| Sonoma        | Santa Rosa    | Elected Officials                        | April 11, 2011 2:30 pm  |
|               | Santa Rosa    | Planning Directors (SCTA PAC)            | April 7, 2011 9:00 am   |

### County Public Workshops

| <i>County</i> | <i>Date</i> | <i>Time</i>  | <i>Venue</i>                                   |
|---------------|-------------|--------------|--|
| Alameda       | 5/19/2011   | 5:30-8:30 pm | David Brower Center (Berkeley)                 |
| Alameda       | 5/24/11     | 5:30-8:30 pm | Joseph P. Bort MetroCenter (Oakland)           |
| Contra Costa  | 5/7/2011    | 9 am - noon  | Concord Senior Center (Concord)                |
| Marin         | 5/11/2011   | 5:30-8:30 pm | Embassy Suites Hotel (San Rafael)              |
| Napa          | 4/28/2011   | 5:30-8:30 pm | Elks Lodge (Napa)                              |
| San Francisco | 4/25/2011   | 5:30-8:30 pm | Milton Marks Conference Center (San Francisco) |
| San Mateo     | 4/27/2011   | 5:30-8:30 pm | San Mateo Public Library (San Mateo)           |
| Santa Clara   | 4/21/2011   | 5:30-8:30 pm | Microsoft Corporation (Mountain View)          |
| Solano        | 5/4/2011    | 5:30-8:30 pm | Solano County Events Center (Fairfield)        |
| Sonoma        | 5/18/2011   | 5:30-8:30 pm | The Glaser Center (Santa Rosa)                 |

### Community-Based Organization Events

| <i>County</i> | <i>City/Community</i>          | <i>CBO/Type of Event</i>   | <i>Date and Time</i>  |
|---------------|--------------------------------|--|---|
| Alameda       | East Oakland /<br>West Oakland | <b>Causa Justa/Just Cause</b><br>Surveyed through door knocking,<br>interviews, presentations at tenant meetings   | <ul style="list-style-type: none"> <li>• April and May 2011</li> </ul>  |
|               | Hayward /<br>Union City        | <b>South Hayward Parish</b><br>Surveyed at city leadership training,<br>community fair, food pantry and at day<br>labor center; held one community meeting | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/23/11<br/>7-9 pm<br/>Hayward Day Labor Center</li> </ul>              |
|               | Youth / Public Radio           | <b>Youth Radio</b><br>Surveyed Youth Radio staff and<br>participants. Produced radio commentary on<br>Plan Bay Area  | <ul style="list-style-type: none"> <li>• Surveyed in May 2011</li> <li>• Commentary was broadcast three times on 5/22/11</li> </ul>                       |
| Contra Costa  | Concord                        | <b>Monument Community Partnership</b><br>Surveyed Service Network Team, several<br>smaller meetings, and one community<br>meeting                          | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/18/11<br/>6-8:30 pm<br/>Cambridge Elementary</li> </ul>               |
|               | Richmond /<br>San Pablo        | <b>Opportunity West</b><br>Surveyed at various neighborhood and<br>tenant council meetings, a street fair, and<br>one community meeting                    | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/14/11<br/>12-2 pm<br/>Nevin Community Center,<br/>Richmond</li> </ul> |
| Marin         | Marin City                     | <b>Grassroots Leadership Network</b><br>Surveyed through presentations at other<br>leadership meetings and one community<br>meeting                        | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/24/11<br/>6-8 pm<br/>Marguerita Johnson Senior Center</li> </ul>      |

### Community-Based Organization Events (Continued)

| <i>County</i> | <i>City/Community</i>            | <i>CBO/Type of Event</i>   | <i>Date and Time</i>   |
|---------------|----------------------------------|--|--|
| San Francisco | South of Market / Tenderloin     | <b>Asian, Inc.</b><br>Surveyed through door knocking and presentations at other organizational functions   | <ul style="list-style-type: none"> <li>• April and May 2011</li> </ul>   |
|               | Bayview Hunters Point / Mission  | <b>POWER</b><br>Surveyed through community outreach at transit hubs, community clinics, Sunday Streets, and one POWER community meeting                                | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/7/11<br/>11 am-1 pm<br/>POWER offices, 4923 3<sup>rd</sup> Street</li> </ul>   |
| San Mateo     | North Fair Oaks / East Palo Alto | <b>Housing Leadership Council</b><br>Partnered with Peninsula Conflict Resolution Center to collect surveys and have a discussion at four meetings in San Mateo County | <ul style="list-style-type: none"> <li>• Meeting on 5/7/11<br/>10 am – 12 pm<br/>Fair Oaks Community Center, Redwood City</li> <li>• Meeting on 5/21/11<br/>10 am-12 pm<br/>Faith Missionary Baptist Church, East Palo Alto</li> </ul> |
|               | South San Francisco / San Bruno  | <b>Peninsula Conflict Resolution Ctr.</b><br>Partnered with Housing Leadership Council to collect surveys and have a discussion at four meetings in San Mateo County   | <ul style="list-style-type: none"> <li>• Meeting on 5/11/11<br/>6:30-8:30 pm<br/>Capuchino High School, San Bruno</li> <li>• Meeting on 5/19/11<br/>6:30-8:30 pm<br/>South San Francisco High School, S. San Francisco</li> </ul>      |

### Community-Based Organization Events (Continued)

| <i>County</i> | <i>City/Community</i> | <i>CBO/Type of Event</i>  | <i>Date and Time</i>   |
|---------------|-----------------------|---|--|
| Santa Clara   | Central San Jose      | <b>San Jose Downtown Association</b><br>Surveyed through presentations at neighborhood meetings held at libraries, community centers and at City Hall in downtown San Jose  | <ul style="list-style-type: none"> <li>• April and May 2011</li> </ul>   |
|               | San Jose / Milpitas   | <b>Vietnamese Voluntary Foundation</b><br>Surveyed through presentation at various community and service meetings, a table at the CalWorks Resource Fair, and a community meeting. Also publicized through a radio talk show.                           | <ul style="list-style-type: none"> <li>• April and May 2011</li> <li>• Meeting on 5/10/11<br/>10 am-12 pm<br/>Vietnamese Voluntary Foundation offices, San Jose</li> </ul> |
| Solano        | Dixon                 | <b>Dixon Family Services</b><br>Surveyed at various food banks in the county, at a community block party, and through a presentation at a senior program  | <ul style="list-style-type: none"> <li>• April and May 2011</li> </ul>   |
| Sonoma        | Santa Rosa / Roseland | <b>KBBF Radio</b><br>Hosted a table at the local Cinco de Mayo Festival in Roseland, Santa Rosa. Encouraged festival attendees to go to their table to complete surveys. Also publicized through an on-site taped interview with an MTC representative. | <ul style="list-style-type: none"> <li>• Festival on 5/5/11<br/>6 pm – 9 pm<br/>Roseland, Santa Rosa</li> </ul>  |

**Priority Transportation Investment Strategies**  
(Workshop participants voted for 4 of 11 options)

| <b>Potential Investment Strategies</b>   | <b>Alameda<br/>[Oakland]</b> | <b>Alameda<br/>[Berkeley]</b> | <b>Contra<br/>Costa</b> | <b>Marin</b> | <b>Napa</b> | <b>San<br/>Francisco</b> | <b>San<br/>Mateo</b> | <b>Santa<br/>Clara</b> | <b>Solano</b> | <b>Sonoma</b> | <b>Regional<br/>Totals</b> |
|--|------------------------------|-------------------------------|-------------------------|--------------|-------------|--------------------------|----------------------|------------------------|---------------|---------------|----------------------------|
| Increase funding for most effective transit services   | 33                           | 19                            | 18                      | 44           | 23          | 37                       | 65                   | 56                     | 31            | 22            | <b>348</b>                 |
| Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities | 28                           | 21                            | 12                      | 26           | 19          | 31                       | 55                   | 66                     | 27            | 15            | <b>300</b>                 |
| Improve bicycle and pedestrian routes  | 32                           | 17                            | 10                      | 31           | 20          | 22                       | 43                   | 52                     | 13            | 28            | <b>268</b>                 |
| Wild Cards   | 54                           | 16                            | 11                      | 42           | 7           | 15                       | 26                   | 44                     | 21            | 16            | <b>252</b>                 |
| Expand express bus and local bus services  | 25                           | 13                            | 16                      | 45           | 11          | 14                       | 37                   | 31                     | 20            | 27            | <b>239</b>                 |
| Expand commuter rail services  | 10                           | 10                            | 9                       | 22           | 7           | 13                       | 36                   | 26                     | 28            | 21            | <b>182</b>                 |
| Increase funding to repair or purchase new buses, train cars, tracks, etc.   | 12                           | 8                             | 10                      | 22           | 1           | 21                       | 23                   | 19                     | 9             | 13            | <b>138</b>                 |
| Offer financial incentives to cities that preserve agricultural lands and open space   | 14                           | 7                             | 2                       | 18           | 7           | 8                        | 15                   | 26                     | 26            | 15            | <b>138</b>                 |
| Increase funding to fix potholes on freeways and local roads   | 24                           | 5                             | 7                       | 21           | 10          | 11                       | 7                    | 16                     | 18            | 10            | <b>129</b>                 |
| Widen freeways and local roadways  | 14                           | 0                             | 14                      | 13           | 2           | 2                        | 3                    | 6                      | 3             | 2             | <b>59</b>                  |
| Make freeways more efficient through ramp meters and other technologies  | 3                            | 0                             | 6                       | 5            | 4           | 7                        | 5                    | 12                     | 11            | 1             | <b>54</b>                  |

**Priority Policy Initiatives**  
(Workshop participants voted for 3 of 7 options)

| Potential Policy Investments  | Alameda<br>[Oakland] | Alameda<br>[Berkeley] | Contra<br>Costa | Marin | Napa | San<br>Francisco | San<br>Mateo | Santa<br>Clara | Solano | Sonoma | Regional<br>Totals |
|---|----------------------|-----------------------|-----------------|-------|------|------------------|--------------|----------------|--------|--------|--------------------|
| Wild Cards  | 49                   | 13                    | 18              | 37    | 12   | 24               | 38           | 28             | 39     | 29     | <b>287</b>         |
| New requirements for employers                                      | 21                   | 17                    | 4               | 33    | 25   | 16               | 47           | 36             | 25     | 31     | <b>255</b>         |
| Economic development  | 22                   | 22                    | 12              | 31    | 9    | 25               | 31           | 24             | 31     | 19     | <b>226</b>         |
| Electric vehicles   | 13                   | 9                     | 9               | 37    | 16   | 21               | 36           | 33             | 23     | 21     | <b>218</b>         |
| Pricing parking   | 21                   | 15                    | 4               | 20    | 8    | 24               | 28           | 43             | 9      | 10     | <b>182</b>         |
| Other pricing strategies  | 17                   | 10                    | 5               | 16    | 4    | 18               | 26           | 34             | 17     | 9      | <b>156</b>         |
| Changing driving habits to conserve fuel & reduce harmful emissions | 9                    | 2                     | 4               | 18    | 7    | 6                | 16           | 19             | 7      | 9      | <b>97</b>          |

### **Growth Priorities**

Workshop participants ranked fourteen priorities, each ranked on a scale of one to five. The top three from each county are shown.

| <b>County</b>                       | <b>Top Three Priorities by County</b> |                               |
|-------------------------------------|---------------------------------------|-------------------------------|
| <b>Alameda</b><br><i>[Berkeley]</i> | #1                                    | Lower carbon emissions        |
|                                     | #2                                    | Less driving                  |
|                                     | #3                                    | Daily needs close to home     |
| <b>Alameda</b><br><i>[Oakland]</i>  | #1                                    | Daily needs close to home     |
|                                     | #2                                    | Clean air                     |
|                                     | #3                                    | Convenient access to jobs     |
| <b>Contra Costa</b>                 | #1                                    | Convenient access to jobs     |
|                                     | #2                                    | Clean air                     |
|                                     | #3                                    | Lower carbon emissions        |
| <b>Marin</b>                        | #1                                    | Clean air                     |
|                                     | #2                                    | Conserve open space           |
|                                     | #3                                    | Lower carbon emissions        |
| <b>Napa</b>                         | #1                                    | Conserve water                |
|                                     | #2                                    | Conserve open space           |
|                                     | #3                                    | Clean air                     |
| <b>San Francisco</b>                | #1                                    | Daily needs close to home     |
|                                     | #2                                    | Clean air                     |
|                                     | #3                                    | Lower carbon emissions        |
| <b>San Mateo</b>                    | #1                                    | Clean air                     |
|                                     | #2                                    | Lower carbon emissions        |
|                                     | #3                                    | Less driving overall          |
| <b>Santa Clara</b>                  | #1                                    | Clean air                     |
|                                     | #2                                    | Lower carbon emissions        |
|                                     | #3                                    | Less driving overall          |
| <b>Solano</b>                       | #1                                    | Clean air                     |
|                                     | #2                                    | Conserve water                |
|                                     | #3                                    | Less driving overall          |
| <b>Sonoma</b>                       | #1                                    | Clean air                     |
|                                     | #2                                    | Safer access to schools       |
|                                     | #3                                    | Less driving overall          |
| <b>Bay Area Overall</b>             | #1                                    | <b>Clean air</b>              |
|                                     | #2                                    | <b>Lower carbon emissions</b> |
|                                     | #3                                    | <b>Conserve water</b>         |



# Alameda County — Berkeley

**Date:** May 19, 2011

## Location/Venue:

David Brower Center  
2150 Allston Way, Berkeley

**Attendance:** 63

(Note: not all who attended participated in voting during all workshop segments)

## Priorities Results

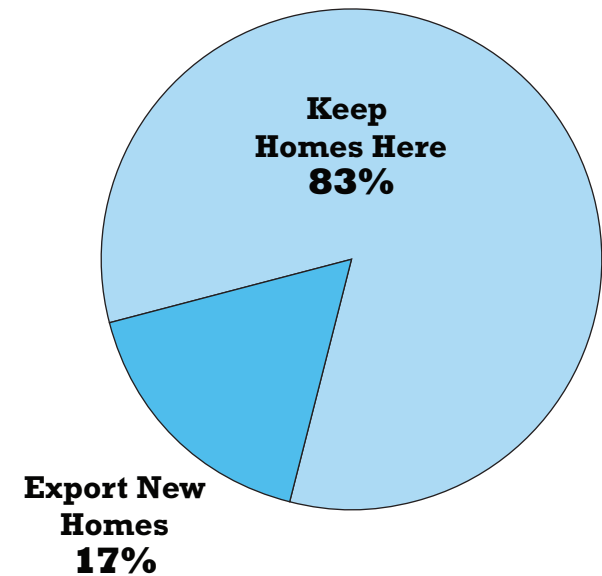
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Lower Carbon Emissions      |
| 2    | Less Driving Overall        |
| 3    | Daily Needs Close to Home   |
| 4    | Clean Air                   |
| 5    | Convenient Access to Jobs   |
| 6    | Safer Access to Schools     |
| 7    | Conserve Open Space         |
| 8    | More Affordable Homes       |
| 9    | Conserve Water              |
| 10   | Lower Costs and Taxes       |
| 11   | Less Local Traffic          |
| 12   | Keep my Town as it is Today |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



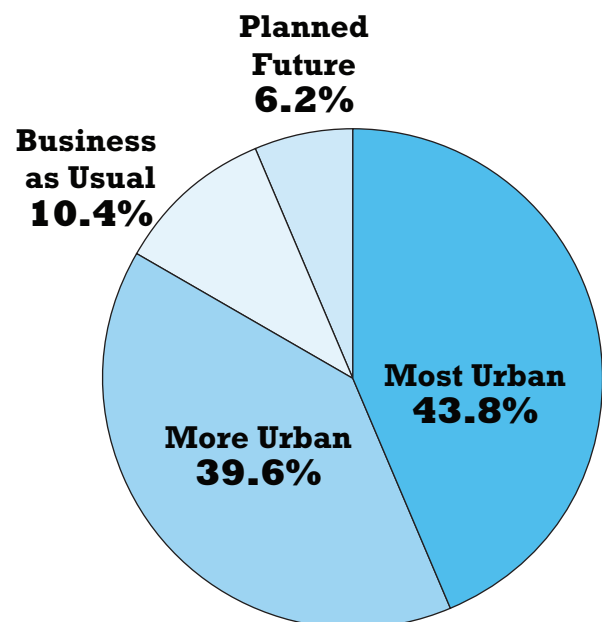
## Where do we build?

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



## How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Alameda County — Berkeley (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 2    | Increase funding for most effective transit services   |
| 3    | Improve bicycle and pedestrian routes  |
| 4    | Wild Cards   |
| 5    | Expand express bus and local bus services  |
| 6    | Expand commuter rail services  |
| 7    | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 8    | Offer financial incentives to cities that preserve agricultural lands and open space   |
| 9    | Increase funding to fix potholes on freeways and local roads   |
| 10   | Make freeways more efficient through ramp meters and other technologies*   |
| 11   | Widen freeways and local roadways*   |

\* zero votes

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Safety/Violence prevention so that people can walk and bike in all communities
- Make public transit safe and reliable
- Raise the gas tax
- Congestion pricing
- More schedule, route and fare information at bus stops
- Transferable development rights
- Increase funding for the most cost-effective and carbon-efficient transit (buses, not BART or ferries)
- Solve the transit operations cost problem — lower costs and reliable funding
- Fund the non-transportation infrastructure (including schools) to support Priority Development Areas and Growth Opportunity Areas

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiatives  |
|------|--|
| 1    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 2    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 3    | Pricing parking (e.g. allow employees to work from home one day per week, allow employees to pay for transit tickets with pre-tax dollars, etc.)   |
| 4    | Wild Cards (for ideas not already proposed)  |
| 5    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |
| 6    | Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)  |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Change speed limit to 55 mph on freeways and 20 mph in local neighborhoods
- Set aside space for local agriculture that supplies community-based, healthy food establishments
- Promote a regional, fixed-rate transit pass
- Discount transit fares for those who ride the most
- Offer fixed-fee, all-day transit passes
- Revenue sharing across the Bay Area
- Provide for tax subsidies for fuel efficiency and fewer miles driven
- Reduce local traffic congestion on major thoroughfares
- Support land-use policies that allow us to produce diverse goods and services within our own region.
- Dedicate lands for buses and bikes to calm traffic
- Unbundle parking requirements from housing developments
- Full road pricing (versus express lanes)

# Alameda County — Oakland

**Date:** May 24, 2011

**Location/Venue:**

Joseph P. Bort MetroCenter  
101 8th Street, Oakland

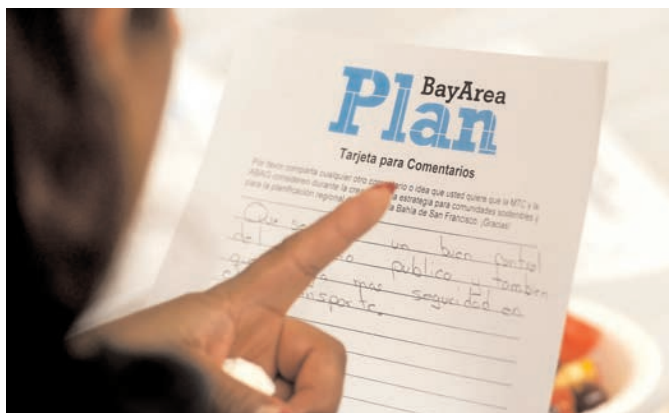
**Attendance:** 103

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

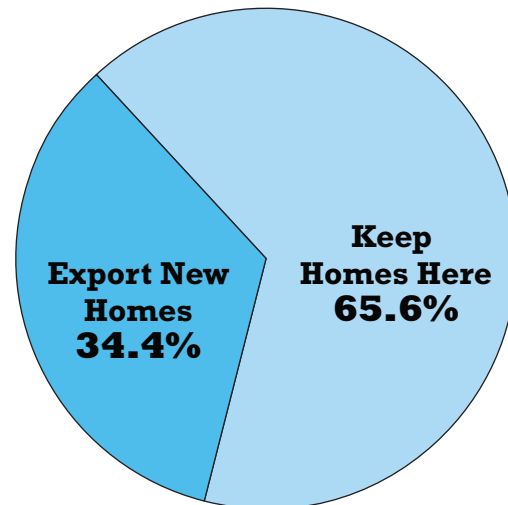
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Daily Needs Close to Home   |
| 2    | Clean Air                   |
| 3    | Convenient Access to Jobs   |
| 4    | Conserve Water              |
| 5    | Lower Carbon Emissions      |
| 6    | Less Driving Overall        |
| 7    | Safer Access to Schools     |
| 8    | More Affordable Homes       |
| 9    | Conserve Open Space         |
| 10   | Lower Costs and Taxes       |
| 11   | Keep my Town as it is Today |
| 12   | Large Homes with Big Yards  |
| 13   | Less Local Traffic          |
| 14   | Easy and Low Cost Parking   |



**Where do we build?**

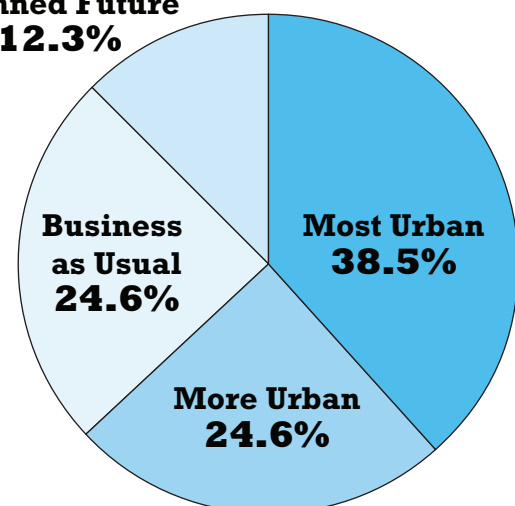
Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.

**Planned Future  
12.3%**



## Alameda County — Oakland (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Wild Cards   |
| 2    | Increase funding for most effective transit services   |
| 3    | Improve bicycle and pedestrian routes  |
| 4    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 5    | Expand express bus and local bus services  |
| 6    | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 7    | Widen freeways and local roadways*   |
| 7    | Offer financial incentives to cities that preserve agricultural lands and open space*  |
| 9    | Increase funding to fix potholes on freeways and local roads   |
| 10   | Expand commuter rail services  |
| 11   | Make freeways more efficient through ramp meters and other technologies  |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Have long-term parking at edge of shopping areas with clean-fuel shuttles to main street
- Increase funding of most effective transit, taking into account actual user preferences
- Improve road surfaces to resist potholes
- Monitor overweight vehicles that cause potholes
- Remove carpool lanes
- More funding for school infrastructure
- Grants to cities with major regional corridors to add street trees, widen sidewalks, create pocket parks, etc.
- Fund preservation of open space
- Use revenue to offset fees for permits and streamline development
- Charge a fee based on vehicle-miles traveled
- Free/subsidized transit to low-income households, seniors and youth
- Privatize transit

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiatives  |
|------|--|
| 1    | Wild Cards (for ideas not already proposed)  |
| 2    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*   |
| 3    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*   |
| 3    | Pricing parking (e.g. allow employees to work from home one day per week, allow employees to pay for transit tickets with pre-tax dollars, etc.)*  |
| 5    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)*  |
| 6    | Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)  |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Protect private property rights
- No restrictions for high-density development
- Lower taxes and fees, fewer regulations
- Eliminate parking minimums and set maximums
- Subsidize student transit passes using Clipper cards
- Promote location-efficient mortgages
- Incentivize new jobs, including in transit corridors
- Promote affordable housing near transit
- More parking near employment centers
- Streetcars for “last-mile” service from BART, Capitols
- More public education and events
- Transit fare discounts for frequent riders
- Renounce eminent domain
- No new requirements for employers
- Incorporate regional priorities into local land use decisions
- Tax carbon emissions, raise gas tax

# Contra Costa County

**Date:** May 7, 2011

**Location/Venue:**

Concord Senior Center  
2727 Parkside Circle, Concord

**Attendance:** 63

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

Looking to the future, participants were asked to rank their priorities:

**Rank Priority**

|           |                             |
|-----------|-----------------------------|
| <b>1</b>  | Convenient Access to Jobs   |
| <b>2</b>  | Clean Air                   |
| <b>3</b>  | Lower Carbon Emissions      |
| <b>4</b>  | Daily Needs Close to Home   |
| <b>5</b>  | Conserve Open Space         |
| <b>6</b>  | Conserve Water              |
| <b>7</b>  | Less Driving Overall        |
| <b>8</b>  | Safer Access to Schools     |
| <b>9</b>  | More Affordable Homes       |
| <b>10</b> | Lower Costs and Taxes       |
| <b>11</b> | Less Local Traffic          |
| <b>12</b> | Keep my Town as it is Today |
| <b>13</b> | Large Homes with Big Yards  |
| <b>14</b> | Easy and Low Cost Parking   |

**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?

Note: This portion of the meeting was not completed at the Concord Workshop

**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with “Business as Usual” carrying forward past development patterns, “Planned Future” reflecting adopted MTC and ABAG plans, and “More Urban” and “Most Urban” applying increasingly higher concentrations of housing and development.

Note: This portion of the meeting was not completed at the Concord Workshop





## Contra Costa County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Increase funding for most effective transit services   |
| 2    | Expand express bus and local bus services  |
| 3    | Widen freeways and local roadways  |
| 4    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 5    | Wild Cards (for ideas not already proposed)  |
| 6    | Increase funding to repair or purchase new buses, train cars, tracks, etc.*  |
| 6    | Improve bicycle and pedestrian routes*   |
| 8    | Expand commuter rail services  |
| 9    | Increase funding to fix potholes on freeways and local roads   |
| 10   | Make freeways more efficient through ramp meters and other technologies  |
| 11   | Offer financial incentives to cities that preserve agricultural lands and open space   |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Fund local economic development
- Use revenues to uncover waste in government
- Bike routes to BART
- Privatize transit
- Allow property owners to do what they want
- High population will already encourage private development
- Maintain and expand BART
- Promote electric buses

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative  |
|------|---|
| 1    | Wild Cards (for ideas not already proposed)   |
| 2    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*  |
| 3    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)  |
| 4    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)  |
| 5    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*  |
| 5    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)* |
| 7    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)  |

### Policy Initiatives “Wild Cards” (summary of comments)

- Promote mixed-use infill development
- Reform CEQA
- Denounce eminent domain
- Look to Denmark’s bicycle-friendly policies as a model
- Promote people-centered development (not auto-centered)
- None of the above
- Promote jitneys
- Mining for lithium and using coals for electric vehicles is worse than oil
- Less taxes, regulation and planning
- Promote private development
- Protect and fund maintenance of vital resource areas
- Encourage and fund green transportation
- Eliminate zoning restrictions
- Improve fuel efficiency for all vehicles
- Pricing strategies that don’t just benefit the wealthy (like tolls on express lanes)
- Encourage, don’t require, employers to promote alternatives to driving for workers

# Marin County

**Date:** May 11, 2011

**Location/Venue:**

Embassy Suites Hotel  
101 McInnis Parkway, San Rafael

**Attendance:** 113

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

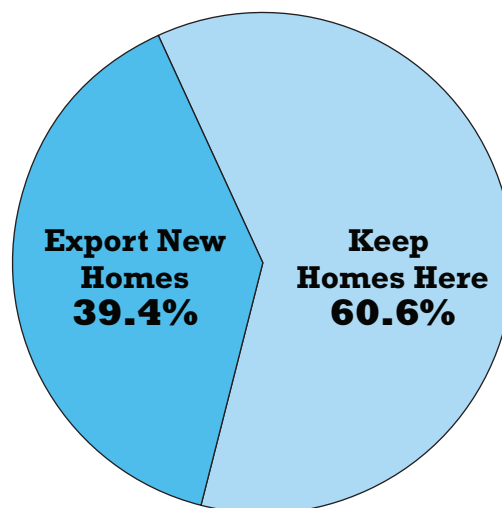
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Clean Air                   |
| 2    | Conserve Open Space         |
| 3    | Lower Carbon Emissions      |
| 4    | Conserve Water              |
| 5    | Keep my Town as it is Today |
| 6    | Safer Access to Schools     |
| 7    | Daily Needs Close to Home   |
| 8    | Less Local Traffic          |
| 9    | More Affordable Homes       |
| 10   | Less Driving Overall        |
| 11   | Lower Costs and Taxes       |
| 12   | Convenient Access to Jobs   |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



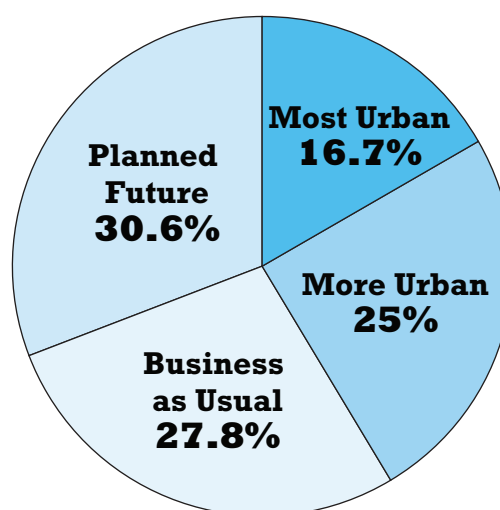
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Marin County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a "wild card" to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Expand express bus and local bus services  |
| 2    | Increase funding for most effective transit services   |
| 3    | Wild Cards (for ideas not already proposed)  |
| 4    | Improve bicycle and pedestrian routes  |
| 5    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 6    | Increase funding to repair or purchase new buses, train cars, tracks, etc.*  |
| 6    | Expand commuter rail services*   |
| 8    | Increase funding to fix potholes on freeways and local roads   |
| 9    | Offer financial incentives to cities that preserve agricultural lands and open space   |
| 10   | Widen freeways and local roadways  |
| 11   | Make freeways more efficient through ramp meters and other technologies  |

\* tie vote

### Transportation Investment Strategies "Wild Cards" (summary of comments)

- Fund school buses, Safe Routes to School, student transit passes
- Incentives for electric car/charging stations
- Eliminate bridge tolls for 3+ carpools, promote rideshare
- Bus rapid transit
- More paratransit
- Reduce state regulations and taxes that drive businesses and jobs out of California
- Subsidize electric bikes
- Stop using extortion in the form of monies to communities that do what you want
- Turn funds back. Plan for the money we have now. No more debt.
- More parking in downtowns
- Make freeway off-ramps safer
- Privatize transportation

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a "wild card" to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)*  |
| 1    | Wild Cards (for ideas not already proposed)*   |
| 3    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)*   |
| 4    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)*   |
| 5    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)   |
| 6    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |
| 7    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |

### Policy Initiatives "Wild Cards" (summary of comments)

- Reduce school-related traffic
- Local planning vs. regional mandates
- Bring back value-based vehicle reg fees
- Raise the gas tax; proceeds to reduce national debt
- Solve problems without spending money
- Mitigation fees for housing
- Reduce regulations and taxes that strangle businesses
- Impose a carbon tax
- Promote electric vehicles
- Deregulate taxis
- More transit, not more housing
- More individual choice, less bureaucrat planning
- Facilitate movement of trucks
- Tax credit for reducing vehicle-miles traveled



# Napa County

**Date:** April 28, 2011

**Location/Venue:**

Elks Lodge  
2840 Soscol Avenue, Napa

**Attendance:** 38

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

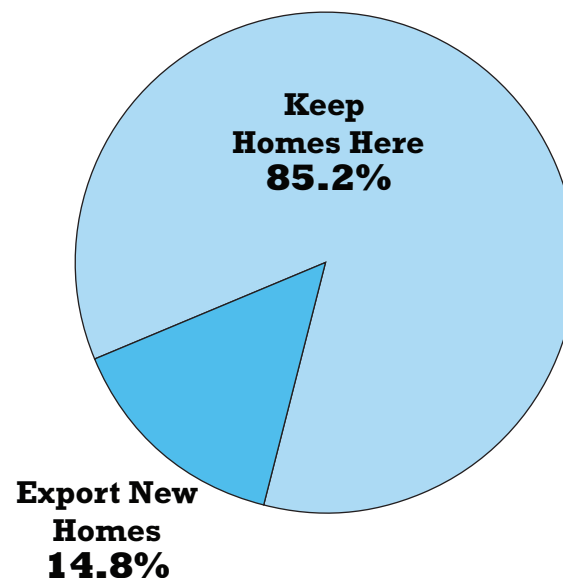
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Conserve Water              |
| 2    | Conserve Open Space         |
| 3    | Clean Air                   |
| 4    | Lower Carbon Emissions      |
| 5    | Less Driving Overall        |
| 6    | Less Local Traffic          |
| 7    | Convenient Access to Jobs   |
| 8    | More Affordable Homes       |
| 9    | Daily Needs Close to Home   |
| 10   | Safer Access to Schools     |
| 11   | Lower Costs and Taxes       |
| 12   | Keep my Town as it is Today |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



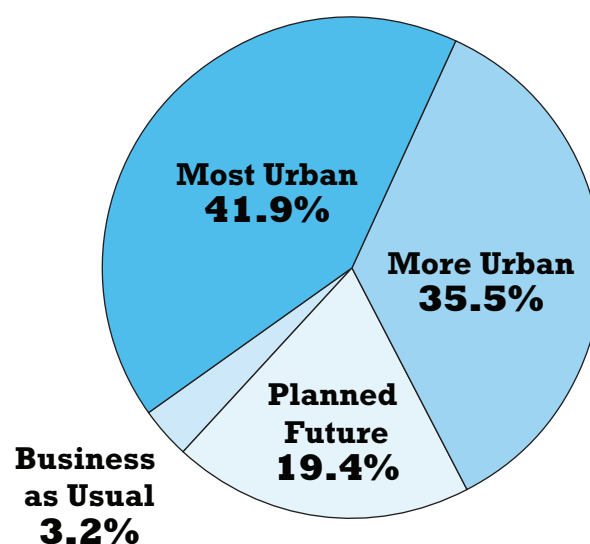
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Napa County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Increase funding for most effective transit services   |
| 2    | Improve bicycle and pedestrian routes  |
| 3    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 4    | Expand express bus and local bus services  |
| 5    | Increase funding to fix potholes on freeways and local roads   |
| 6    | Expand commuter rail services*   |
| 6    | Offer financial incentives to cities that preserve agricultural lands and open space*  |
| 6    | Wild Cards (for ideas not already proposed)*   |
| 9    | Make freeways more efficient through ramp meters and other technologies  |
| 10   | Widen freeways and local roadways  |
| 11   | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- More bike routes
- More pedestrian routes/improved sidewalks
- More incentives to encourage use of public transit
- The less development, the better (support incentives for conservation of ag lands and open space)
- Consolidate or unify transit agencies
- Signal priority for transit vehicles

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 2    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)   |
| 3    | Wild Cards (for ideas not already proposed)  |
| 4    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 5    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)   |
| 6    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |
| 7    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |

### Policy Initiatives “Wild Cards” (summary of comments)

- Mandate mixed-use development
- Adopt urban limit lines to preserve ag lands and open space
- Develop policies for transportation and housing that promote public health
- Institute staggered work hours
- Pass a regional gas tax
- More policies to encourage bicycle transportation
- Encourage affordable transit-oriented development
- Not enthused about any of the proposals I’ve heard
- Adopt Business Improvement District or other assessment district to fund public transit infrastructure
- Encourage more housing near jobs
- Provide incentives for employers that locate near housing

# San Francisco County

**Date:** April 25, 2011

**Location/Venue:**

Milton Marks Conference Center  
455 Golden Gate Avenue, San Francisco

**Attendance:** 52

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

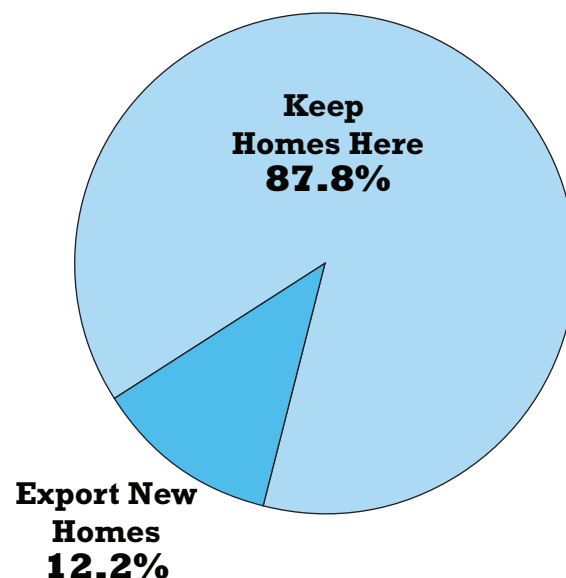
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Daily Needs Close to Home   |
| 2    | Clean Air                   |
| 3    | Lower Carbon Emissions      |
| 4    | Conserve Open Space         |
| 5    | Less Driving Overall        |
| 6    | Convenient Access to Jobs   |
| 7    | Conserve Water              |
| 8    | More Affordable Homes       |
| 9    | Safer Access to Schools     |
| 10   | Less Local Traffic          |
| 11   | Lower Costs and Taxes       |
| 12   | Keep my Town as it is Today |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



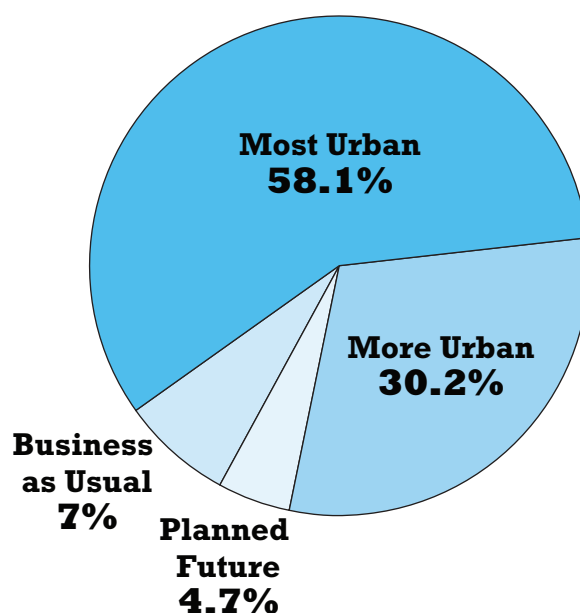
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## San Francisco County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Increase funding for most effective transit services   |
| 2    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 3    | Improve bicycle and pedestrian routes  |
| 4    | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 5    | Wild Cards (for ideas not already proposed)  |
| 6    | Expand express bus and local bus services  |
| 7    | Expand commuter rail services  |
| 8    | Increase funding to fix potholes on freeways and local roads   |
| 9    | Offer financial incentives to cities that preserve agricultural lands and open space   |
| 10   | Make freeways more efficient through ramp meters and other technologies  |
| 11   | Widen freeways and local roadways  |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Provide economic development incentives
- Reduce transit fares
- Create regional transit “Czar” agency
- Engage in community zoning changes
- Eliminate Central Subway project/fund other transit
- Expand beyond ADA to improve access for people with disabilities
- Fund smaller buses and shuttles for neighborhoods
- Align funding with current job centers
- Fund no-cost transit transfers, coordinate all fares and schedules
- Extra funds for cities that rezone to minimize auto travel
- Fund “road diets” and urban freeway removal
- Extra funding to ensure no displacement of current residents
- Fund purchase of small vehicles for neighborhood transportation

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 2    | Wild Cards (for ideas not already proposed)*   |
| 2    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)*  |
| 4    | Electric vehicles (e.g., subsidize the purchase/lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)  |
| 5    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |
| 6    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Tax corporate polluters to pay for public transit
- Gas tax/carbon tax (but offset impacts to low-income)
- Incentivize affordable housing
- Regional parking policy to reduce greenhouse gases
- Promote car sharing and carpooling
- Encourage economic development
- Convert at least one lane on all freeways to a HOT lane
- Toll all highways
- Eliminate employer-provided free parking
- Promote electric vehicles/charging stations

# San Mateo County

**Date:** April 27, 2011

**Location/Venue:**

San Mateo Public Library  
55 West 3rd Street, San Mateo

**Attendance:** 94

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

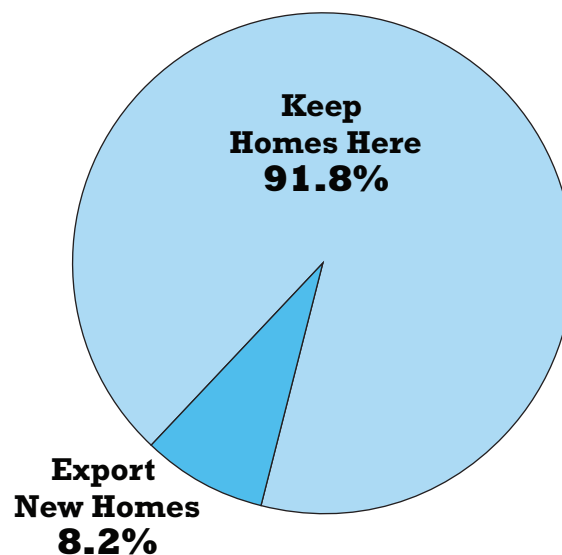
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Daily Needs Close to Home   |
| 2    | Clean Air                   |
| 3    | Lower Carbon Emissions      |
| 4    | Conserve Open Space         |
| 5    | Less Driving Overall        |
| 6    | Convenient Access to Jobs   |
| 7    | Conserve Water              |
| 8    | More Affordable Homes       |
| 9    | Safer Access to Schools     |
| 10   | Less Local Traffic          |
| 11   | Lower Costs and Taxes       |
| 12   | Keep my Town as it is Today |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



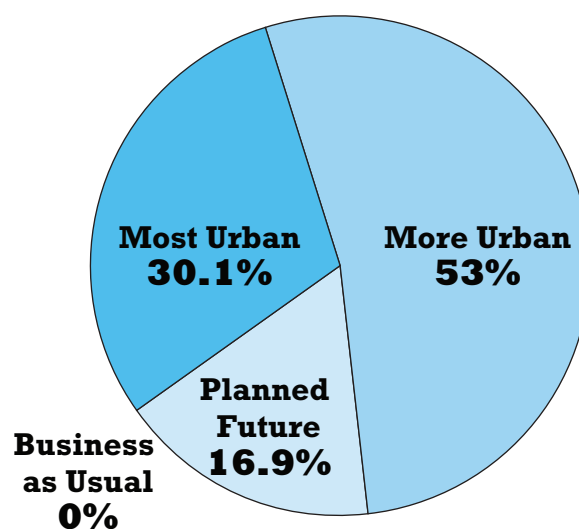
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.





## San Mateo County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Increase funding for most effective transit services   |
| 2    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 3    | Improve bicycle and pedestrian routes  |
| 4    | Expand express bus and local bus services  |
| 5    | Expand commuter rail services  |
| 6    | Wild Cards (for ideas not already proposed)  |
| 7    | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 8    | Offer financial incentives to cities that preserve agricultural lands and open space   |
| 9    | Increase funding to fix potholes on freeways and local roads   |
| 10   | Make freeways more efficient through ramp meters and other technologies  |
| 11   | Widen freeways and local roadways  |

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Convert auto lanes for transit and bicycle use
- Restore creek corridors for urban agriculture (reduce freight and create jobs)
- Improve neighborhood, transit security
- More employment-related mixed-use development
- Fund childcare near transit and work sites
- Fund car sharing, more carpool lanes
- Fund workplace shuttles to transit
- Build more electric vehicle charging stations
- More funding for Safe Routes to Schools
- Stop high-speed rail at San Jose and connect to BART
- Capture the increased value from up-zoned real estate near commuter rail and intermodal nodes
- More ferry service

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 2    | Wild Cards (for ideas not already proposed)  |
| 3    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)   |
| 4    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 5    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)   |
| 6    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Unbundle the cost of parking
- Increase the gas tax
- Implement child-friendly policies for transit and development, developer fees for childcare
- Lower parking requirements for new development
- Higher taxes/fees for fuel-inefficient vehicles
- Require gas mileage indicator in all cars to show how to save fuel and curb emissions
- Implement London-style cordon pricing
- Promote 511 public information kiosks at all transit stations
- Develop sustainable funding source for efficient and convenient public transit
- More “carrots” (incentives) for employers and less “sticks” (requirements)
- Institute congestion pricing and tolls and use the revenue for free transit passes for residents in Priority Development Areas and Growth Opportunity Areas
- Subsidize car maintenance
- Promote economic development

**Date:** April 21, 2011

**Location/Venue:**

Microsoft Corporation  
1065 La Avenida Street, Mountain View

**Attendance:** 115

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

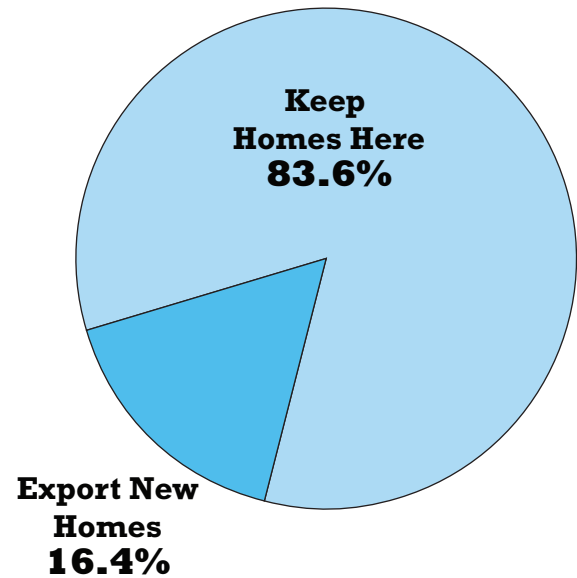
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Clean Air                   |
| 2    | Lower Carbon Emissions      |
| 3    | Less Driving Overall        |
| 4    | Conserve Open Space         |
| 5    | More Affordable Homes       |
| 6    | Convenient Access to Jobs   |
| 7    | Daily Needs Close to Home   |
| 8    | Conserve Water              |
| 9    | Safer Access to Schools     |
| 10   | Less Local Traffic          |
| 11   | Lower Costs and Taxes       |
| 12   | Keep my Town as it is Today |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



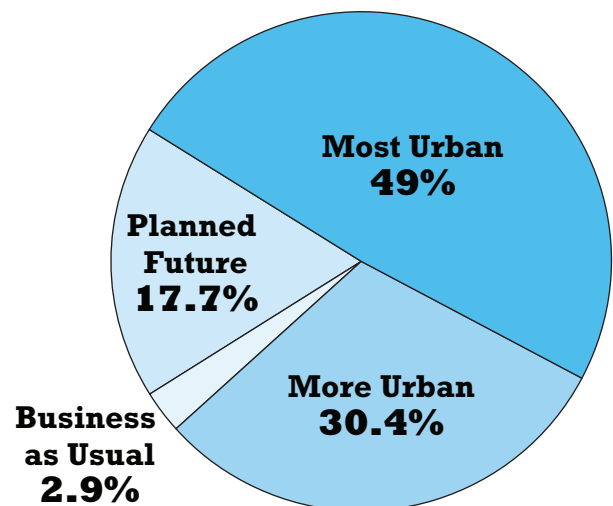
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Santa Clara County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 2    | Increase funding for most effective transit services   |
| 3    | Improve bicycle and pedestrian routes  |
| 4    | Wild Cards (for ideas not already proposed)  |
| 5    | Expand express bus and local bus services  |
| 6    | Expand commuter rail services*   |
| 6    | Offer financial incentives to cities that preserve agricultural lands and open space*  |
| 8    | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 9    | Increase funding to fix potholes on freeways and local roads   |
| 10   | Make freeways more efficient through ramp meters and other technologies  |
| 11   | Widen freeways and local roadways  |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Provide more paratransit alternatives
- Fund alternative fuel transit fleets
- Fund podcar development and deployment, personal transportation
- Funding to address equity issues associated with development
- Subsidize affordable housing near transit
- Fund transportation demand management strategies
- Fund community centers, libraries, public spaces
- Fund program to reward developers who bring new infrastructure to implement public investments
- Incentivize communities that restrict parking in employment centers
- Offer transportation funds to cities that provide for increased employment near transit
- Safe areas for work, school and transit
- Build an efficient network of the most inexpensive transit (shuttles, bus, etc.)
- Financial incentives for community services in downtowns

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)   |
| 2    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 3    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |
| 4    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)   |
| 5    | Wild Cards (for ideas not already proposed)  |
| 6    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Unbundle parking
- Regional tax sharing
- Consolidate transit agencies
- Financial incentives for carless residents/giveaway quality bikes
- Reduce minimum parking requirements on new development
- Incentives for employers, not requirements, to get workers out of cars and operate more sustainably
- Address equity issues associated with high-density development
- Promote employer car-loan programs
- Gas tax/carbon (with rebate for low-income residents)
- Increase average mpg-low carbon fuel strategies, not just electric cars
- Development fees in suburbs to fund better transit and affordable housing
- Promote “Complete Communities”
- Ease up on heavy-handed regulation; we’ve made progress over the years



# Solano County

**Date:** May 4, 2011

**Location/Venue:**

Solano County Events Center  
601 Texas Street, Conference Room A, Fairfield

**Attendance:** 86

(Note: not all who attended participated in voting during all workshop segments)

**Priorities Results**

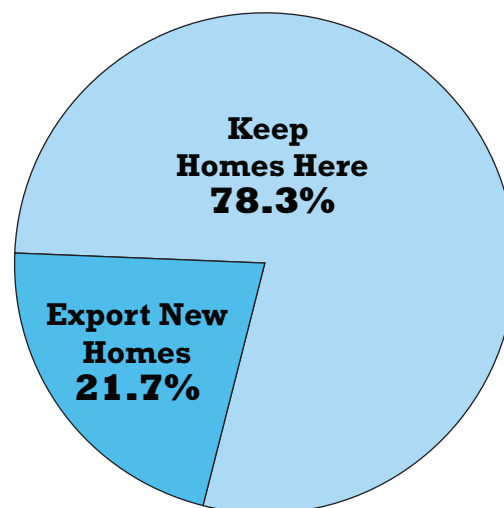
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Clean Air                   |
| 2    | Conserve Water              |
| 3    | Less Driving Overall        |
| 4    | Convenient Access to Jobs   |
| 5    | Conserve Open Space         |
| 6    | Safer Access to Schools     |
| 7    | Lower Carbon Emissions      |
| 8    | Daily Needs Close to Home   |
| 9    | More Affordable Homes       |
| 10   | Lower Costs and Taxes       |
| 11   | Less Local Traffic          |
| 12   | Keep my Town as it is Today |
| 13   | Large Homes with Big Yards  |
| 14   | Easy and Low Cost Parking   |



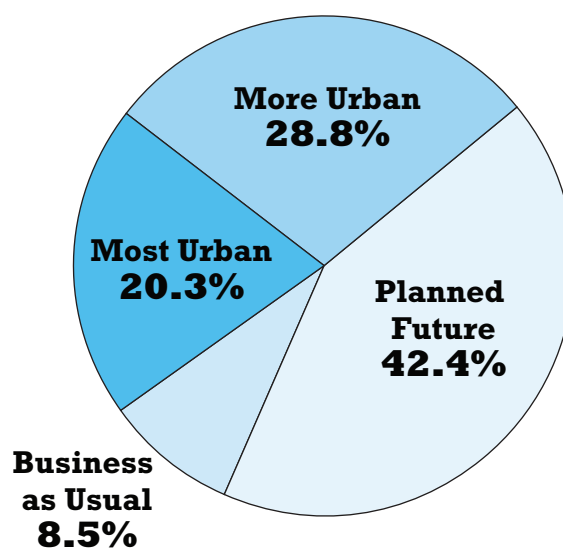
**Where do we build?**

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



**How will we grow?**

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Solano County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy   |
|------|--|
| 1    | Increase funding for most effective transit services   |
| 2    | Expand commuter rail services  |
| 3    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities |
| 4    | Offer financial incentives to cities that preserve agricultural lands and open space   |
| 5    | Wild Cards (for ideas not already proposed)  |
| 6    | Expand express bus and local bus services  |
| 7    | Increase funding to fix potholes on freeways and local roads   |
| 8    | Improve bicycle and pedestrian routes  |
| 9    | Make freeways more efficient through ramp meters and other technologies  |
| 10   | Increase funding to repair or purchase new buses, train cars, tracks, etc.   |
| 11   | Widen freeways and local roadways  |

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Funds for cities that build job centers
- Solano has lots of housing, fund incentives for jobs
- Public/private partnerships
- Funding for preventive maintenance
- Fund infrastructure to support density
- Car-sharing programs at transit hubs
- Incentives to integrate regional transit fares, schedules, Clipper passes
- Fund bicycle lanes and bicycle programs
- Fund incentives for clean-fuel vehicles

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative   |
|------|--|
| 1    | Wild Cards (for ideas not already proposed)  |
| 2    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)  |
| 3    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)  |
| 4    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)   |
| 5    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)   |
| 6    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)   |
| 7    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions) |

### Policy Initiatives “Wild Cards” (summary of comments)

- Increase the vehicle registration to fund roads/ transit
- Research and implement alternative fuels beyond gas and electric
- Promote reuse of gray water
- New incentives, not requirements, for employers to encourage more sustainable operations and use of alternative modes of travel by workers
- Incentives for jobs over housing
- Incentives for carpooling
- Cut regulations for job-generating projects
- Change law so that revenue increases can be approved by a simple majority vote
- Reduce requirements for employers
- Increase the gas tax
- Implement new green jobs program and pay for it with a carbon tax
- Charge toll on new express lanes
- Cooperative purchasing of new, clean vehicles

# Sonoma County

Date: May 18, 2011

Location/Venue:

The Glaser Center  
547 Mendocino Avenue, Santa Rosa

Attendance: 85

(Note: not all who attended participated in voting during all workshop segments)

Priorities Results

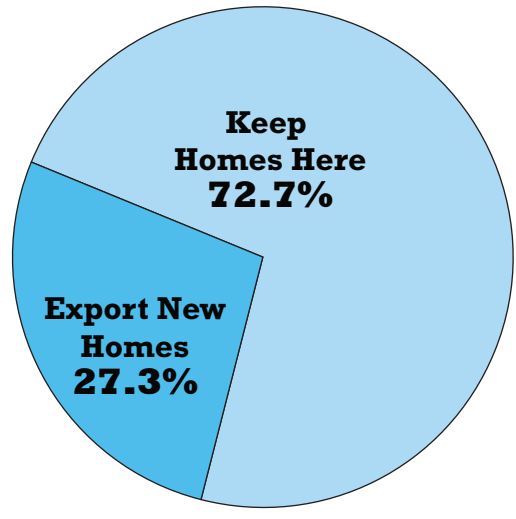
Looking to the future, participants were asked to rank their priorities:

| Rank | Priority                    |
|------|-----------------------------|
| 1    | Clean Air                   |
| 2    | Safer Access to Schools     |
| 3    | Less Driving Overall        |
| 4    | Conserve Open Space         |
| 5    | Lower Carbon Emissions      |
| 6    | Daily Needs Close to Home   |
| 7    | Conserve Water              |
| 8    | Convenient Access to Jobs   |
| 9    | More Affordable Homes       |
| 10   | Less Local Traffic          |
| 11   | Keep my Town as it is Today |
| 12   | Lower Costs and Taxes       |
| 13   | Easy and Low Cost Parking   |
| 14   | Large Homes with Big Yards  |



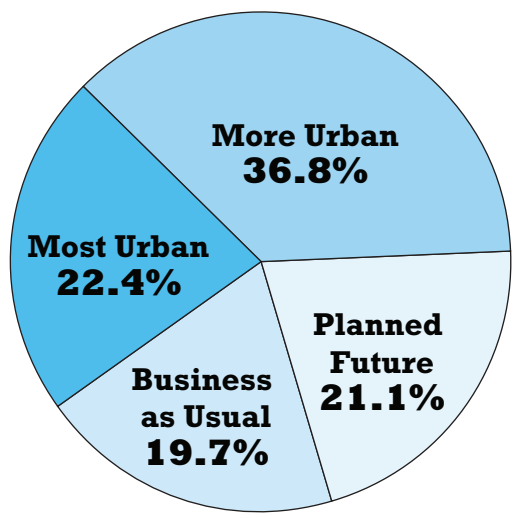
Where do we build?

Participants were asked where to locate new homes to accommodate new growth — export new homes outside the region or build homes here?



How will we grow?

Participants were asked to choose a preferred scenario for future growth, with "Business as Usual" carrying forward past development patterns, "Planned Future" reflecting adopted MTC and ABAG plans, and "More Urban" and "Most Urban" applying increasingly higher concentrations of housing and development.



## Sonoma County (continued)

### Priority Transportation Investment Strategies

Participants were given 11 options for investing future transportation funding and asked to select their top four priorities. One option was a “wild card” to allow for priorities not already listed.

| Rank | Strategy  |
|------|---|
| 1    | Improve bicycle and pedestrian routes   |
| 2    | Expand express bus and local bus services   |
| 3    | Increase funding for most effective transit services  |
| 4    | Expand commuter rail services   |
| 5    | Wild Cards (for ideas not already proposed)   |
| 6    | Offer more transportation funds to cities that build new housing, and affordable housing, near transit in walkable neighborhoods w/ a range of amenities* |
| 6    | Offer financial incentives to cities that preserve agricultural lands and open space*   |
| 8    | Increase funding to repair or purchase new buses, train cars, tracks, etc.  |
| 9    | Increase funding to fix potholes on freeways and local roads  |
| 10   | Widen freeways and local roadways   |
| 11   | Make freeways more efficient through ramp meters and other technologies   |

\* tie vote

### Transportation Investment Strategies “Wild Cards” (summary of comments)

- Incentives for carpools and vanpools
- Fund car vouchers for disabled patrons for emergency transportation on nights/weekend/holidays
- Mini-buses, shuttles for short local trips
- Appropriate road development for appropriate housing growth, especially rural
- Funding to help cities lower fees and decrease land use restrictions for builders who invest without public funds
- Fund economic development
- Free bus passes for seniors, students, certain employees
- Link all neighborhoods with bike lanes/greenways

### Priority Policy Initiatives

Participants were given 7 options for new policies that could be adopted (at the local, regional, state or federal level) to reduce greenhouse gas emissions. One option was a “wild card” to allow for priorities not already listed.

| Rank | Initiative  |
|------|---|
| 1    | New requirements for employers (e.g. allow employees to work from home one day per week, allow employees to pay for transit with pre-tax dollars, etc.)   |
| 2    | Wild Cards (for ideas not already proposed)   |
| 3    | Electric vehicles (e.g., subsidize the purchase/ lease of electric vehicles and hybrids, increase availability of electric vehicle chargers)  |
| 4    | Economic development (e.g., strategies to protect existing jobs, create new jobs, or preserve warehouse/industrial sites)   |
| 5    | Pricing parking (e.g., charge for parking at work sites, charge higher rates during busy periods to free up more spaces and reduce vehicle idling)  |
| 6    | Changing driving habits to conserve fuel & reduce harmful emissions (e.g., reduce maximum speeds to 55 mph, educate drivers to drive at even speeds, remove heavy objects from trunks to save fuel and reduce harmful emissions)* |
| 6    | Other pricing strategies (e.g., charge tolls on new express lanes, or charge a new fee based on annual miles driven)*   |

### Policy Initiatives “Wild Cards” (summary of comments)

- Adopt policy to encourage public/private partnerships for incentivizing infrastructure and private development investment
- Incentives for fleet turnover to greener energy
- Eliminate unnecessary agencies with unelected boards
- Incentives versus requirements for many of these proposals
- Incentivize local food production
- Raise the gas tax
- Greenhouse gases don’t matter
- Less restrictions for new small businesses
- Congestion-pricing on all roads
- Gauges in all vehicles to show fuel efficiency to promote saving fuel and reducing emissions
- Promote local economic development
- Tax credits for saving energy
- Maximize use of private, nonprofit and public vehicles through “mobility management”